Appendix G

Using the Search Functions in e-AVIATRS updated 30 Jun 12

Note: *All searches only look at reports that have been submitted to the database. Just because a mishap has appeared on the message board does not mean it has been posted in the database - it may take a few days. Also, Class A/B mishaps in which a MAB is convened are usually not in the database until the Commandant's Safety Board reviews the mishap report.*

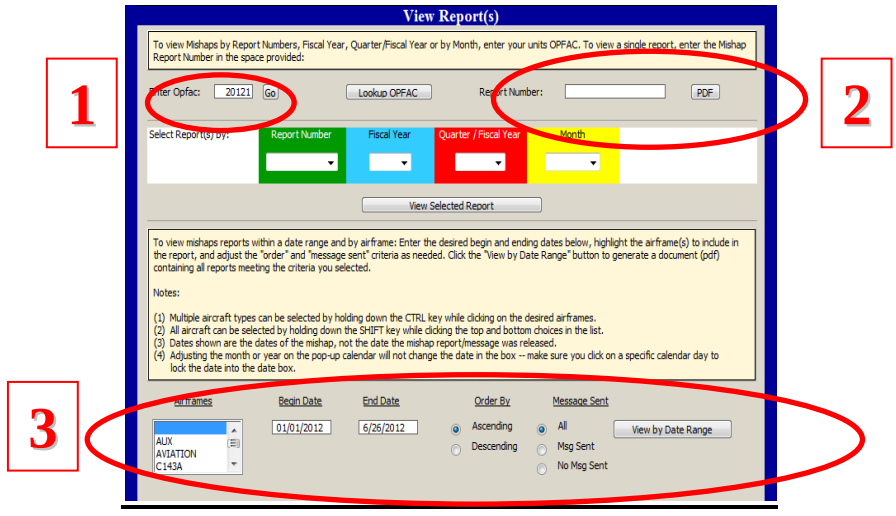
There are five ways to search in ***e-AVIATRS***:

To use these you should know some basics of how the database is set up and how the system looks at the data. Appendix B's "Lookup tables" are a useful guide when you try to conduct an advanced search.

Printing/Viewing/Saving: Reports are in the form of a portable data file (.pdf) The report can be viewed, printed, saved, or emailed.

View Mishaps Reports Function

View Mishap Reports provides three options for searching for mishap reports. All three options display the entire mishap report(s) in a canned report format (see p. 14).

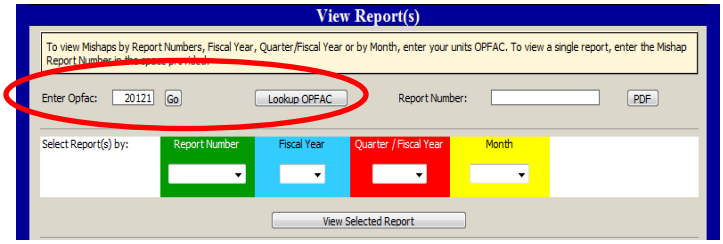


Output = Single .pdf file containing full reports meeting search parameters in chronological order

How to use:

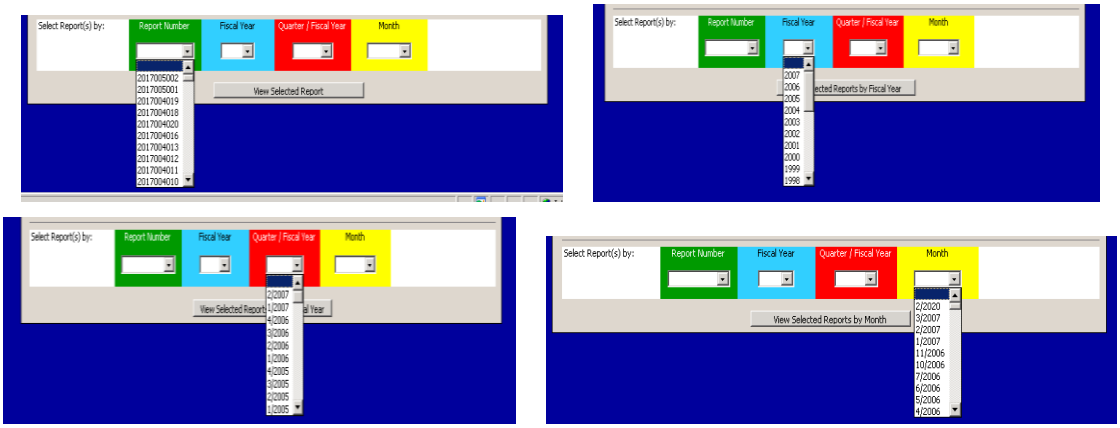
1. Lookup Reports by OPFAC. Enter an OPFAC and click ***Go***. There are four options provided for selecting reports.

   - A single report number (RNO).
   - All reports for a Fiscal Year.
   - All reports for a Quarter/Fiscal Year
   - All reports for a Month/Calendar Year.



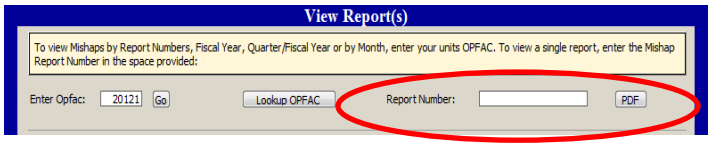
Highlight your choice and click ***View Selected Report by FY/Month/Quarter***.

Examples of dropdown lists:

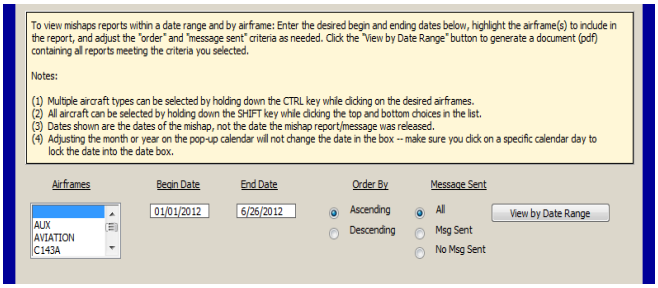


Note: *If there are no reports for a month, quarter or year, that choice will not appear in the dropdown list. Another common error is selecting the wrong RNO, which sometimes happens with units that have changed names like Sector Columbia River or when unit names are not intuitive within the matches, like "CG Avtracen Mobile."*

2. Search by RNO. Type in the report number (RNO = OPFAC + FY + three digit sequential #) and click ***Go***.



3. Search by Mishap Date Range, Airframe, and method of release (CGMS msg). Enter the airframe, date range, and select ascending or descending. The CNTRL and SHIFT buttons can be used to pick multiple airframes. Click "Msg Sent" or "No Msg Sent" if you want to sort based on whether a CGMS message was sent. (This is particularly useful when looking for past reports that were sent straight to database.) Click ***View by Date Range*** to view the reports matching the criteria.



Search Mishaps Function

Search Mishaps is a simple "*keyword"* word search. For example, you could search for reports containing the word "hoist," "propeller," "nvg," and/or "fadec" in 7 specific report categories. Using the word ***and*** between keywords may be helpful, as a space between words will be treated as an "or." *For example, a search for "landing gear" gets 500+ reports but a search for "landing AND gear" returns about 150 records.*

Output: *List of RNOs (and their short descriptions) meeting the word search criteria. Each RNO must be viewed as an individual report and only 5 RNOs to a page. Reports are sorted by RNO number (0000000000 would be first), so the sequence of reports will not be grouped in a useful way.*

Good for:

- Searching for a specific mishap or two you only have vague details on and/or are certain of a keyword or two used in the report, but don't know the date or unit of mishap. In other words, using this function can help narrow down your search before using a more sophisticated function.

- Starting point for determining how many reports meet certain criteria, e.g., "xxx# of reports use both terms *65* and *overtorque*," and the description of the mishap is sufficient to tell if the mishap is a match.

Not good for:

- Searching for mishaps in which you want to mine through lots of full reports or you prefer a summary report (*with this search, every report must be viewed/printed individually*).
- Searching for a type of mishap you expect to return lots of reports, the best example being H-65 main gearbox overtorques. Again, it's hard to mine through the output.

- Searching when you want to control the order of the output – there are no such options here.

- Using the "frequently used words" search function. This tells you what the most commonly used words are in reports. Not surprisingly, it will usually tell you that words like "flight," "engine," "light," and "power" are the most common words in aviation mishap reports.

NOTE: A space between words is the same as using "or."

Output: Matching reports will be displayed 5 at a time with their unit, date & time, and a short description of the mishap. The order is sequential based on their RNO. Use the green arrow at the bottom to page thru multiple pages. Click "Print Report" to view a report (and to then print it). Reports will have to be opened/viewed one at a time.

Advanced Search Function

The **Advanced Search** function is an ad hoc query that allows you to select the fields you want to query, enter your search criteria, and then design the report output. This is useful for when you know how you want to narrow down your search criteria and in situations where you only want to browse report "summaries" and don't need to view full reports. The "yes/no" types of boxes are helpful here, as you can quickly isolate ship/helo, day/night, small boat, or MRM mishaps from the rest of the reports.

Note: One thing to keep in mind is that certain categories are filled by dropdown and others with text. The dropdowns are straightforward, but the text boxes can be prone to typos or different spellings (or even misspellings) of the same term:

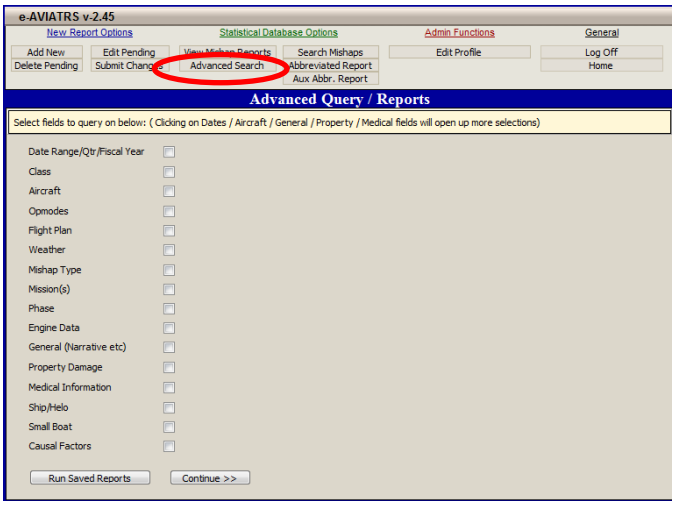
- overtorque, over-torque, over torque, OT, or overq
- hard landing or hardlanding
- main gear box, main gearbox or mgb
- birdstrike, bird strike, B/S
- qty, quantity
- flight, flt
- rescue swimmer, RS, swimmer, AST, ASM, rescueman (old term)

Note: In the **Mishap Type** category (which is a controlled field) only the word "overtorque" is used, but the **Mishap Description** and other text fields the term in not contained and may contain the other spellings.

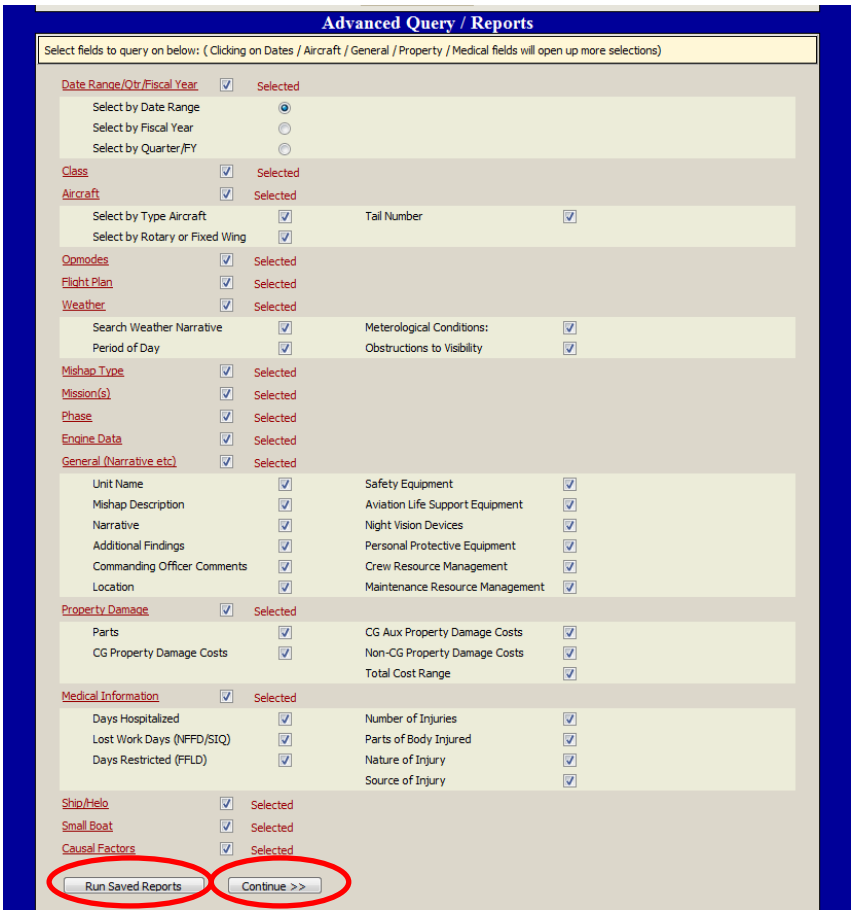
Another consideration is that if you do a text search for a term like "spatial disorientation" you should consider other words the FSO might have used to describe the same phenomenon. Some examples:

- (Hoist) entanglement, shear, snag, part, foul
- Spatial disorientation: spatial d, vertigo, leans, milkbowl, whiteout, brownout

When you select **Advanced Search**, the following screen comes up:

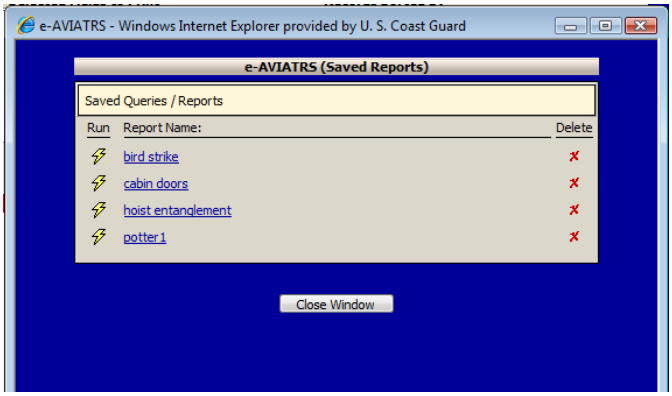


This next screen shows all the fields that can be queried. Several categories have additional drop down lists. Click the fields you want to search. Once you have selected the fields to search, click on **Continue** located at the bottom (not shown).

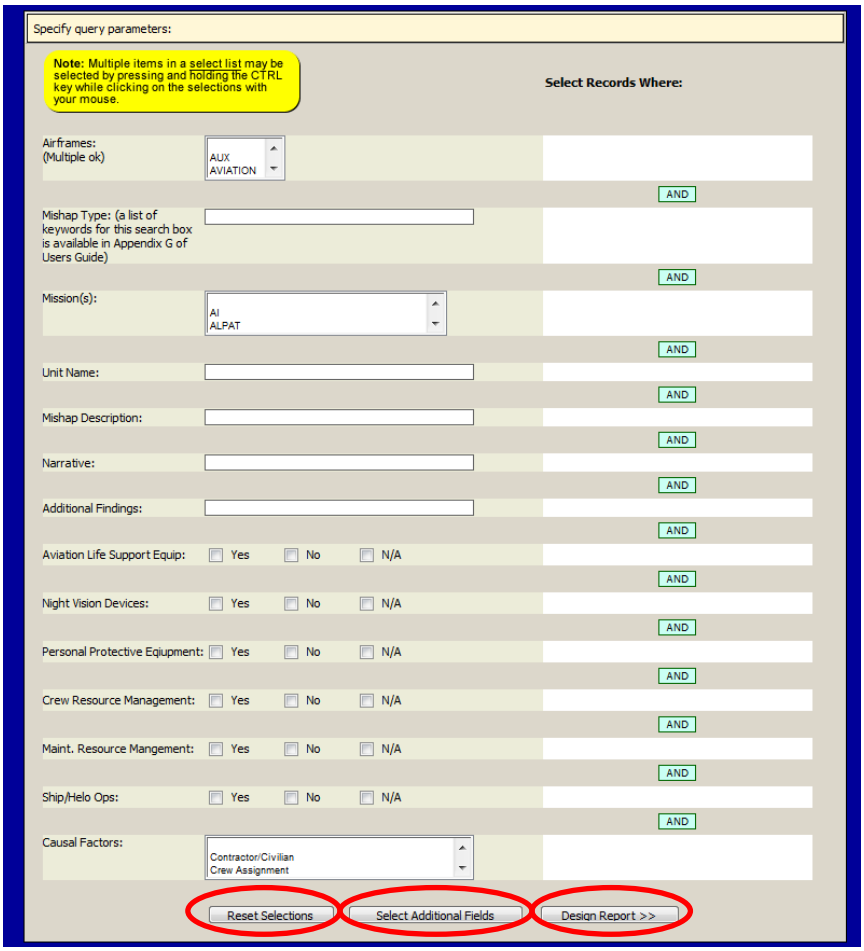


Run saved reports: Diverts you to a different screen (below) to run searches you've previously saved.

Continue: Takes you to the next screen (Specify query parameters)



Specify query (search) parameters page: Select parameters from the boxes/pulldown menus or type in the search terms. Sometimes you may click boxes just to eliminate certain types of mishaps, e.g., check **flight** and **flight-related** to eliminate the **ground** mishaps.



Reset Selections: Blanks out text fields and deselects all the selections you've made.

Select Additional Fields: Saves what you've done on this page and backs you up one screen

Design Report: Takes you to the next page (Design Report).

Note: For fields with pick list, multiple selections can be made by holding down the CTRL or SHIFT key.

"AND / OR" Box - Click on the green "**AND**" boxes to toggle between "**and**' and "**or**." Keep in mind that the "OR" essentially creates a new search. The search will look for everything before the "OR" and then search for everything after the search. "AND' looks for reports matching all parameters.

Tips on Advanced Search Criteria

For text fields, the following rules apply.

- A space between words is treated as an “or”. Any report containing any of the terms in the queried field will be returned.
- A plus sign (+) or the word “AND” will return any record containing that word in the queried field.
- A minus sign (-) means “NOT”. This will look for reports that do not contain or match the word.
- Placing words in parenthesis – e.g., (cabin door) – will search for that phase. The plus sign (+) and minus sign (-) carry the same rules as they do for single words.

Keep in mind that the text fields (**Mishap Description, Weather, Narrative, Additional Findings, CO’s Comments** and **Parts**) are not controlled and are entered by different people with different background. When searching text fields consider the different ways a word can be spelled or abbreviated.

There are also times when the key words are not listed in the **Mishap Type** or **Mishap Description.**

Other times a text field may contain the word/words but in a different text. Something like “the crew thought it was an overtorque” or “this event had the same symptoms as an overtorque” or “this was not an overtorque”.

Terms like “hoist”, “cabin door”, “injury” or “swimmer” can be used in the **Mishap Description** but the mishap may involve something else.

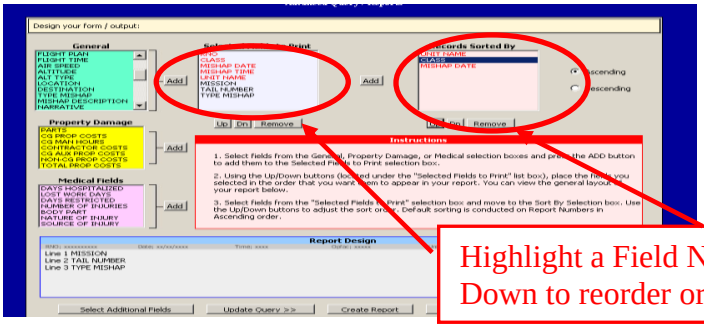
Watch for words within a word. Searching for “dual” as in “dual qual” can yield reports with the word “individual” or “residual”. Searching for “qual” can result in reports with “qualified”, “squal” or “equal”….you get the picture.

Reading the narratives is very important when using the advanced search.

The **Advanced Search** does not allow changing the search order of the fields . This may mean having to do multiple searches. We are looking at a couple other programs, but in the mean time, call Brian Potter at 202-475-5198 for assistance.

The **Advanced Search** does not provide summary data except for a count of the records found at the top of the print out.

Design Report



On the **Design Form / Output** page, you are presented with 3 highlighted windows (General, Property Damage, and Medical) on the left side, each representing a different section of the mishap report. Double click or click once on the fields then click **Add** to add fields to the final report. Fields selected will be displayed in Selected Fields to Print window. To remove a field from the report, select the Field and click **Remove** button.

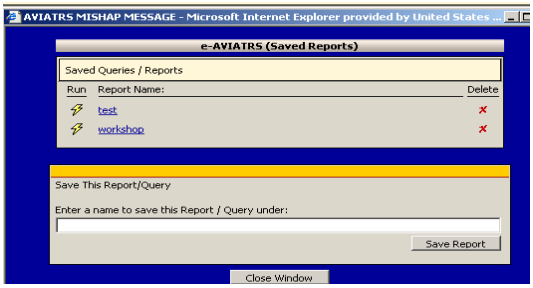
Tip: Add **Mishap Description** and **Narrative** to the "Selected Fields to Print" box, then click the **Create Report** button. Look this over, browse the narratives to initially QA to make sure you're getting the types of reports you wanted. From here, you can close the report and go back to spend more time designing your output.

Select Fields to Print: After populated this box with the fields you want to print, change the order of fields to print by highlighting a field in the print window and clicking Up/Down.

Records Sorted By: You can specify how the records will be sorted by highlighting the Field in the Sort window and selecting ascending or descending. Change the sort order by highlighting a Field in the Sort window and clicking Up/Down. To remove a field from the sort, select the field and click **Remove** button.

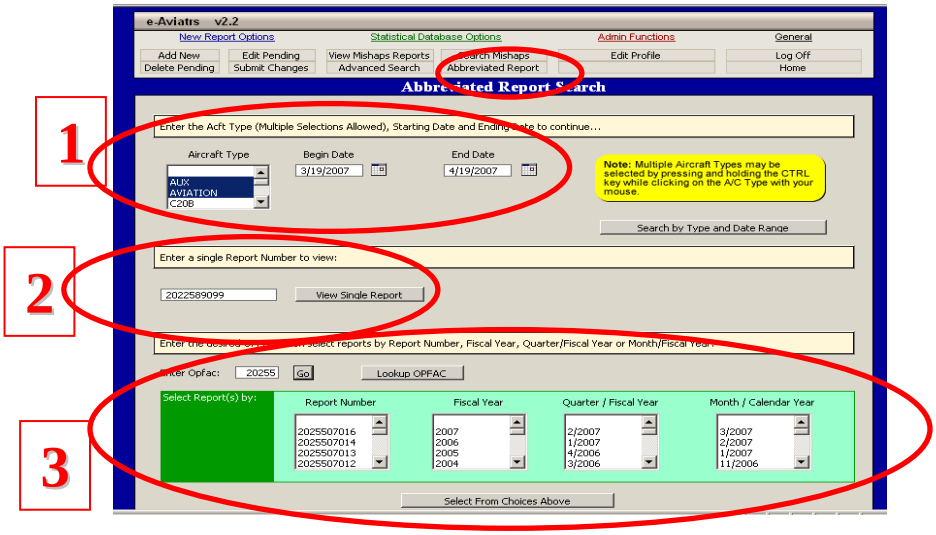
Note: Certain fields (in red; RNO, Mishap Date, Time, OPFAC, Unit and Class) will always be printed as the report header.

When you have competed designing the report, click **Create Report** to view the output. **Reminder:** You may have to read thru the **mishap narratives** to be 100% sure you have captured only the mishap reports you want.



You can save the report for later use. However, two downsides are the saved report cannot be changed nor can the search criteria be viewed.

Abbreviated Report Search



The **Abbreviated Report** function was developed to displays only the first 11 lines of the mishap report. These represent the "factual" fields which are technically releasable for public consumption, i.e., FOIA requests. There are three options for generating this report.

1) **Aircraft Type** and **Mishap Date** range. Select **Aircraft Type** and enter **Mishap Date** range and click SEARCH.

Note: To select multiple choices from a drop down list hold the Ctrl or Alt key while clicking on the choices.

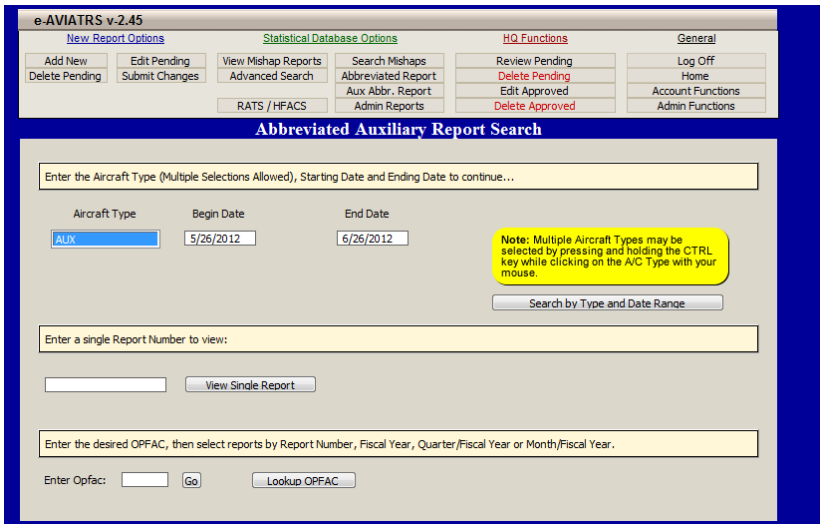
2) **RNO**. Enter **RNO** and click View.

3) **OPFAC** and **RNO** (Fiscal Year, Quarter/Fiscal Year or Month/Calendar Year). Highlight your choice from the drop down lists at the bottom and click on SELECT FROM CHOICES ABOVE. (see page 12 for looking up **OPFAC**).

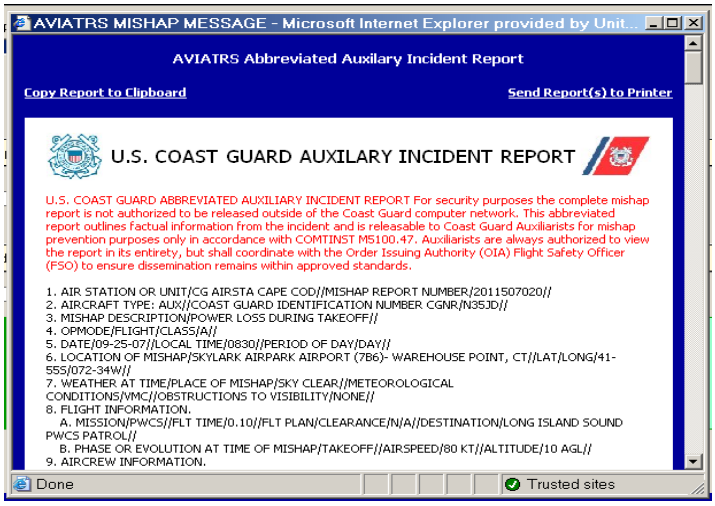
Printing/ Viewing/ Saving: All reports generated by e-AVIATRS are in the form of a .pdf. The report can be viewed on line, send to a printer or saved to a file and opened in another application.

AUXAIR ABBREVIATED REPORT FUNCTION

This search function only lets you search through USCG Auxiliary Air mishaps, and will only provide non-privileged, releasable data.



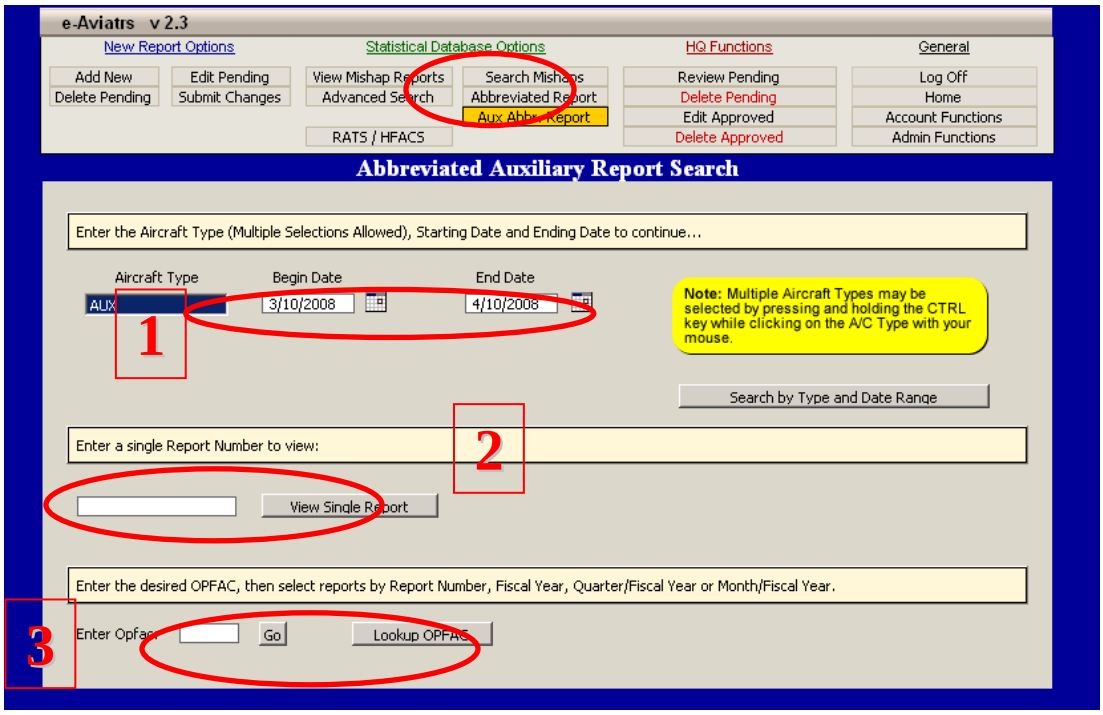
The **Aux Abbreviated Report** function was developed to accommodate the AUXAIR Safety Program. Most Auxiliarists do not have access CGMS and therefore do not have ready access to CG aviation mishap reports. By using the AuxAir Abbreviated Report Function aviation mishaps can be printed/shared with the AuxAir in a timely manner. (See the e-AVIATRS User Guide for a discussion on Auxiliary Air mishaps)



The abbreviated report contains only factual data and has been approved for release outside the Coast Guard system. Basically, the narratives are here, but the “additional findings” and “recommendations” sections are not. Abbreviated messages can be distributed to Auxiliarists via the Auxiliary Aviation Standardization Team and the Auxiliary District Flight Safety Officer (DFSO).

Auxiliarists are encouraged to view CG Auxiliary aviation mishap messages in their entirety and these should be available for review through the Air Station Flight Safety

Officer (FSO), due to the possible privileged information content of a mishap message they can not be released outside the Coast Guard system.



The **AUX Abbreviated Report** has three options for generating a report and works just like the Abbreviated Report Function, but only aviation mishaps involving the AUXAIR will be displayed.

1) **Mishap Date** range. Enter **Mishap Date** range and click SEARCH.
2) **RNO**. Enter **RNO** and click VIEW.
3) **OPFAC** and **RNO** (Fiscal Year, Quarter/Fiscal Year or Month/Calendar Year). Highlight your choice from the drop down lists at the bottom and click on SELECT FROM CHOICES ABOVE. (see page 12 for looking up **OPFAC**).

Call CG-1131

There are over 15,000 reports in ***e-AVIATRS*** dating back to the early 80's. CG-1131 has experience working with the data and knows how to properly search the data. CG-1131 also knows what questions to ask and what information is needed from the requestor to get the proper data/reports. Unlike this method, the other search options in ***E-AVIATRS*** cannot give you a good feeling for what is and isn't going to be supported by the data, or if this type of search has already been done.

This method is more flexible and usually produces correct data with little or no aggravation. It uses the actual data in the database, so it's easier to manipulate and not restricted to the "canned" searches and reports. To use this method, be prepared to explain what you are looking for, associated words, parts replaced, symptoms, EPs, maintenance actions, etc.

This method is also more flexibility in designing the final report, you decide what should be included in the (summary info or text fields) and how it is sorted (date, unit, acft, etc). You can have the data produced as a text file or a spreadsheet.

Everything on the mishap message is capture in ***e-AVIATRS*** and then some. All fields are searchable using this method. This method uses key words, specific words, phrases, "fuzzy searches" (sounds like, associated terms or alternate words), related actions, symptoms or associated components to search the reports. Multi-layered searches are also available.

Using CG-1131 also takes advantage of years of reviewing and working with the mishap data and knowing how things are entered or how things are related. Also has the advantage of using the "brain trust" at HQ, ATC and ALC and others looking at and discussing the same topic. Often times, the search you are requesting has been requested by someone else.

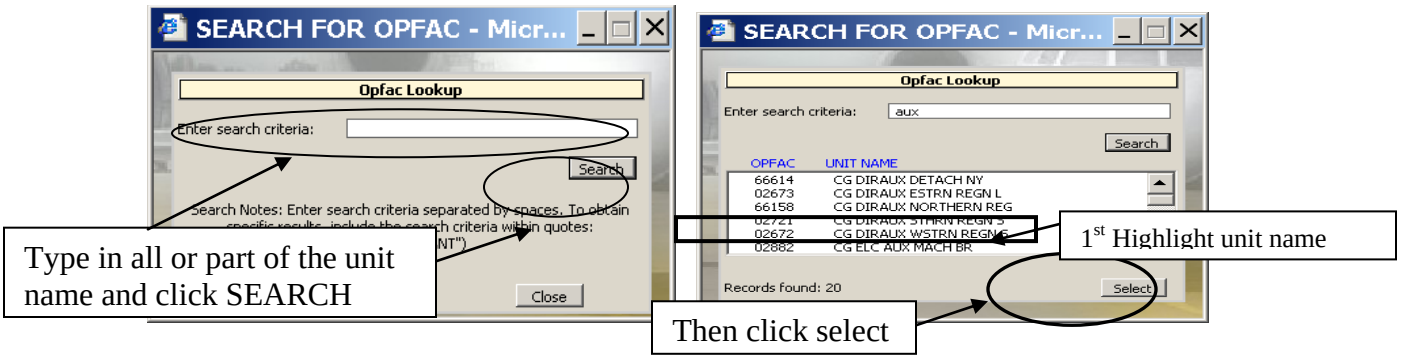
QUESTIONS/THINGS TO THINK ABOUT WHEN REQUESTING DATA

- Is it a current or a long term problem?
- Are you trying to show something is or isn't a problem?
- Are there similar events, words or terms to look for?
- What other unit has this problem? Is your unit the only unit?
- Did we change something (equipment, procedure, parts, flight manual, etc)? Is it working? Was it the wrong fix? Has it created another problem?
- What time period? You will want enough data to do a comparison, before and after the change. (Note: 15,000+ records, dating back to the early 80"s).
- Time of year, tail number, and unit can be quite telling? Example—An East Coast unit has several incidents, no other unit does. Suddenly East Coast unit stops having problem and a West Coast unit starts having the same problems. Either an airframe or personnel moved.
- Could it be a seasonal problem (cold weather, humidity, etc)?
- Do you want to show how much it costs us each year because we haven't found a fix? Or how much cost and down time we've eliminated by changing something?

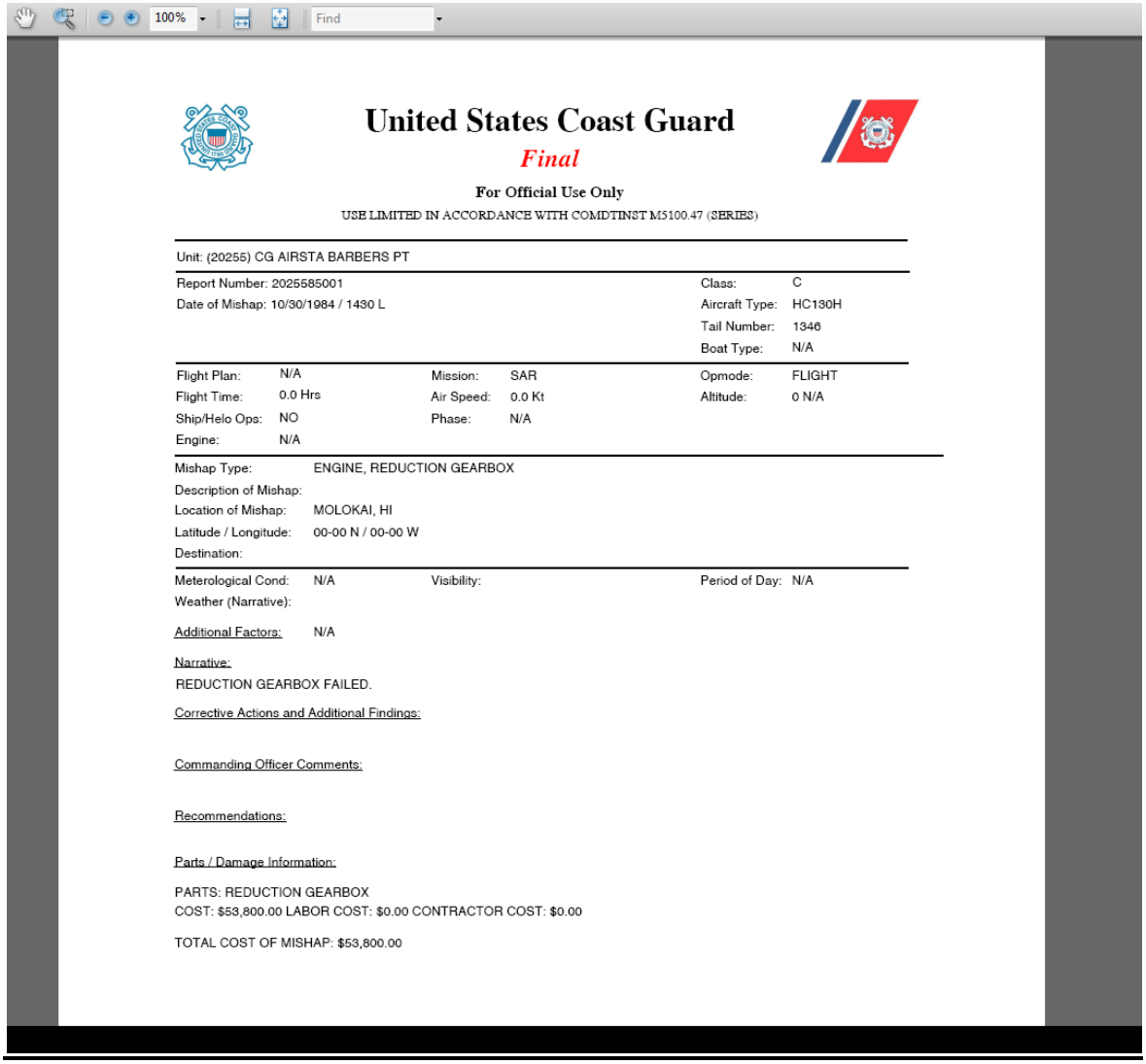
While CG-1131 knows how to manipulate the data, you may still be relied upon for the technical stuff. You may be ask to read through the reports (most of the work has already been done, you're just the QA). Better you make the decision on the questionable reports, than exclude possible applicable reports. It is often necessary to read between the lines or fill in the blanks where the report is not written well, or the problem wasn't fully understood at the time the mishap report was written.

OPFAC LOOKUP

To lookup an OPFAC, click on **Lookup OPFAC**.



SAMPLE MISHAP REPORT



United States Coast Guard

Final

For Official Use Only

USE LIMITED IN ACCORDANCE WITH COMDTINST M5100.47 (SERIES)

Unit: (20255) CG AIRSTA BARBERS PT

Report Number: 2025585001
Date of Mishap: 10/30/1984 / 1430 L

Class: C
Aircraft Type: HC130H
Tail Number: 1346
Boat Type: N/A

Flight Plan: N/A
Flight Time: 0.0 Hrs
Ship/Helo Ops: NO
Engine: N/A

Mission: SAR
Air Speed: 0.0 Kt
Phase: N/A

Opmode: FLIGHT
Altitude: 0 N/A

Mishap Type: ENGINE, REDUCTION GEARBOX
Description of Mishap:
Location of Mishap: MOLOKAI, HI
Latitude / Longitude: 00-00 N / 00-00 W
Destination:

Meterological Cond: N/A
Visibility:
Period of Day: N/A
Weather (Narrative):

Additional Factors: N/A

Narrative:
REDUCTION GEARBOX FAILED.

Corrective Actions and Additional Findings:

Commanding Officer Comments:

Recommendations:

Parts / Damage Information:

PARTS: REDUCTION GEARBOX
COST: $53,800.00 LABOR COST: $0.00 CONTRACTOR COST: $0.00

TOTAL COST OF MISHAP: $53,800.00

Mishap Types

One of these is added to each mishap by CG-1131 in the QA process before releasing to database)

A/C, DEPARTED RUNWAY
A/C, IMPACTED FENCE
A/C, IMPACTED HANGAR
A/C, IMPACTED TERRAIN
A/C, IMPACTED WATER

ADS, AIRFRAME
ADS, DROP
ADS, DROP CHUTE
ADS, DROP HOOK
ADS, DROP PUMP
ADS, LINE CUTTER
ADS, STATIC/TRAIL LINE

AFCS
AFCS, COMPUTER
AFCS, COMPUTER, MOISTURE
AFCS, HARDOVER
AFCS, HARDOVER, MOISTURE
AFCS, MOISTURE
AFCS, PITCH SERIES ACTUATOR
AFCS, ROLL SERIES ACTUATOR
AFCS, YAW CHANNEL
AFCS, YAW SERIES ACTUATOR

AIRCREW

AIRFRAME
AIRFRAME, ANTENNA
AIRFRAME, ANTENNA, ELT
AIRFRAME, ANTENNA, HF
AIRFRAME, ANTENNA, HF, DPTD INFLT
AIRFRAME, ANTENNA, LONGWIRE
AIRFRAME, APU COWLING
AIRFRAME, AVIONICS WINDOW
AIRFRAME, BLEED AIR LEAK
AIRFRAME, CABIN WINDOW
AIRFRAME, CARGO
AIRFRAME, CHECKSTAND
AIRFRAME, CHINE PANEL
AIRFRAME, COWLING
AIRFRAME, DEER STRIKE
AIRFRAME, DOOR
AIRFRAME, DOOR, DPTD INFLT
AIRFRAME, DOOR, OPEN INFLT
AIRFRAME, ENGINE, COWLING
AIRFRAME, FIRE BOTTLE, TAXIING
AIRFRAME, FIRE BOTTLE, TOWING
AIRFRAME, FLIR
AIRFRAME, FOD, HARD
AIRFRAME, FUSELAGE
AIRFRAME, GROUND EQUIP
AIRFRAME, GROUND HANDLING
AIRFRAME, GROUNDING WIRE
AIRFRAME, HOISTING
AIRFRAME, JACKING
AIRFRAME, LANDING LT
AIRFRAME, LOCATOR LT
AIRFRAME, MGB, COWLING
AIRFRAME, NOISE
AIRFRAME, NOSEOVER
AIRFRAME, PANEL
AIRFRAME, PANEL, DPTD INFLT
AIRFRAME, PITOT TUBE
AIRFRAME, SEARCH LT
AIRFRAME, SEAT
AIRFRAME, SKI
AIRFRAME, SPONSON WINDOW
AIRFRAME, SPONSON WINDOW, DPTD
AIRFRAME, TAXIING
AIRFRAME, TFOA
AIRFRAME, TIEDOWNS
AIRFRAME, TOWING
AIRFRAME, WEATHER
AIRFRAME, WEIGHT & BALANCE
AIRFRAME, WINDOW
AIRFRAME, WINDOW, CRACKED
AIRFRAME, WINDOW, DPTD INFLT
AIRFRAME, WINDOW, WEATHER
AIRFRAME, WINDSCREEN
AIRFRAME, WINDSCREEN, ANTI-ICE
AIRFRAME, WINDSCREEN, CRACKED

AIRSICK, AIRCREW

APU
APU, FIRE LT
APU, FIRE, START
APU, GENERATOR
APU, SMOKE/FUMES

AUX HYD SYS, LINE
AUX HYD SYS, PUMP
AUX HYD SYS, SERVO

BATTERY
BATTERY, OVERTEMP

BIRDSTRIKE
BIRDSTRIKE, AIRFRAME
BIRDSTRIKE, COWLING
BIRDSTRIKE, ENGINE
BIRDSTRIKE, FLAPS
BIRDSTRIKE, FUSELAGE
BIRDSTRIKE, MRB
BIRDSTRIKE, NO DAMAGE
BIRDSTRIKE, PROP
BIRDSTRIKE, RADOME
BIRDSTRIKE, SLAT
BIRDSTRIKE, SPONSON
BIRDSTRIKE, VERT STAB
BIRDSTRIKE, WINDOW

BIRDSTRIKE, WINDSCREEN
BIRDSTRIKE, WING
BIRDSTRIKE, WING, LEADING EDGE

BLEED AIR
BLEED AIR, DUCT
BLEED AIR, LINE
BLEED AIR, MANIFOLD
BLEED AIR, OVHT

BOOSTER HYD SYS

CABIN DOOR
CABIN DOOR, DPTD INFLT
CABIN DOOR, GROUND EQUIP
CABIN DOOR, LOCKING MECHANISM
CABIN DOOR, PRESSURIZATION
CABIN DOOR, ROLLERS
CABIN DOOR, ROLLERS, DPTD INFLT
CABIN DOOR, TRACK
CABIN DOOR, TRACK, DPTD INFLT
CABIN DOOR, WINDOW

CARGO, FIRE
CARGO, FUEL SPILL
CARGO, FUMES
CARGO, SHIFTED

COMMS
COMMS, CCD LOCKUP

CSD HYD SYS
CSD HYD SYS, ACCUMULATOR, LINE
CSD HYD SYS, LINE
CSD HYD SYS, PRESSURE SWITCH
CSD HYD SYS, PUMP
CSD HYD SYS, XMITTER

DELUGE SYS, INADVERTANT ACTIVATION

DMB

DRAG CHUTE
DRAG CHUTE, SEPARATED

ECS
ECS, ECU
ECS, ECU, SENSOR
ECS, PRESSURIZATION

ECU, COMPRESSOR

ELECTRICAL
ELECTRICAL, 115/26 VAC XFORMER
ELECTRICAL, AC SYS
ELECTRICAL, AC SYS, ALTERNATOR
ELECTRICAL, AC SYS, GENERATOR
ELECTRICAL, AFCS PANEL
ELECTRICAL, ANTI-ICE
ELECTRICAL, ANTI-ICE, CONTROLLER
ELECTRICAL, CONVERTER
ELECTRICAL, DC SYS
ELECTRICAL, DC SYS, GENERATOR
ELECTRICAL, DC SYS, LINE CONTACTOR
ELECTRICAL, FIRE
ELECTRICAL, FIRE, ANTI-ICE
ELECTRICAL, FUMES
ELECTRICAL, GCU
ELECTRICAL, GENERATOR
ELECTRICAL, HARS COUPLER
ELECTRICAL, INVERTER
ELECTRICAL, MOISTURE
ELECTRICAL, PITOT HEAT
ELECTRICAL, RELAY
ELECTRICAL, SMOKE/FUMES
ELECTRICAL, SMOKE/FUMES, AUTOPILOT
ELECTRICAL, SMOKE/FUMES, HEATER
ELECTRICAL, SMOKE/FUMES, RADAR
ELECTRICAL, SMOKE/FUMES, RADIO
ELECTRICAL, SMOKE/FUMES, WIRING
ELECTRICAL, STARTER/GENERATOR
ELECTRICAL, SUPERVISORY PANEL
ELECTRICAL, WIRING

ELECTRONICS, AVIONICS
ELECTRONICS, MOISTURE

ELT/CPI, DEPLOYED

EMI

ENGINE
ENGINE, ACCESSORY DRIVE GEARBOX
ENGINE, AIRFLOW MODULATOR
ENGINE, AIRSTART
ENGINE, ANTICIPATOR
ENGINE, ANTICIPATOR, ACTUATOR
ENGINE, ANTI-ICE
ENGINE, ASPIRATOR
ENGINE, BEARING
ENGINE, BEARING SEAL
ENGINE, BEARING, MAKING METAL
ENGINE, BLEED AIR
ENGINE, CHIP LT
ENGINE, CHIP LT, BEARING
ENGINE, CHIP LT, BREAK-IN MATERIAL
ENGINE, CHIP LT, CARBON
ENGINE, CHIP LT, CHIPS
ENGINE, CHIP LT, DETECTOR
ENGINE, CHIP LT, FLAKES
ENGINE, CHIP LT, FUZZ
ENGINE, CHIP LT, GRANULES
ENGINE, CHIP LT, METAL
ENGINE, CHIP LT, NO METAL
ENGINE, CHIP LT, PARTICLES
ENGINE, CHIP LT, SLIVERS
ENGINE, CHIP LT, SPLINTERS
ENGINE, CHIP LT, TYPE I
ENGINE, CHIP LT, TYPE II
ENGINE, COMPRESSOR
ENGINE, DECU
ENGINE, DESWIRL DUCT
ENGINE, DRIVE SHAFT
ENGINE, ECA

ENGINE, EFCL
ENGINE, FFCL
ENGINE, FIRE
ENGINE, FIRE DETECTION SYS
ENGINE, FIRE LT
ENGINE, FIRE, SHUTDOWN
ENGINE, FIRE, START
ENGINE, FLAMEOUT
ENGINE, FLAMEOUT, FUEL COMPUTER
ENGINE, FLAMEOUT, FUEL SYS
ENGINE, FLOW FENCE
ENGINE, FOD
ENGINE, FOD, HARD
ENGINE, FOD, SOFT
ENGINE, FUEL COMPUTER
ENGINE, FUEL CONTROL
ENGINE, FUEL SYS, FLOW DIVIDER
ENGINE, GCU
ENGINE, GENERATOR
ENGINE, GROUND HANDLING
ENGINE, HIGH SPEED SHAFT
ENGINE, HMU
ENGINE, HP TURBINE
ENGINE, IGNITION SYS
ENGINE, IGNITOR
ENGINE, IGV ACTUATOR
ENGINE, MGT
ENGINE, MONOPOLE
ENGINE, MOUNTS
ENGINE, NACELLE OVHT
ENGINE, NF TACH GENERATOR
ENGINE, NG OVERSPEED
ENGINE, NG TACH GENERATOR
ENGINE, NP
ENGINE, NP GOVERNOR
ENGINE, NP OVERSPEED
ENGINE, NR DROOP
ENGINE, NR TACH GENERATOR
ENGINE, OEI
ENGINE, OIL
ENGINE, OIL COKING
ENGINE, OIL COOLER
ENGINE, OIL FILTER
ENGINE, OIL LEAK
ENGINE, OIL LINE
ENGINE, OIL PRESS
ENGINE, OIL PRESS, CAP
ENGINE, OIL PRESS, CAP, O'RING
ENGINE, OIL PRESS, FILLER NECK
ENGINE, OIL PRESS, O'RING
ENGINE, OIL PRESS, PUMP
ENGINE, OIL PRESS, SCAVENGE PUMP
ENGINE, OIL PRESS, XDUCER
ENGINE, OIL PRESS, XMITTER
ENGINE, OIL QTY
ENGINE, OIL TEMP
ENGINE, OIL, CAP
ENGINE, OIL, CHIP DETECTOR, O'RING
ENGINE, OIL, REDUCTION GEARBOX
ENGINE, OVERSPEED
ENGINE, OVERSPEED, AUTO
ENGINE, OVERTEMP
ENGINE, OVERTEMP, START
ENGINE, OVERTEMP, WASH
ENGINE, OVERTORQUE
ENGINE, OVERTORQUE, OVERHAUL
ENGINE, OVERTORQUE, PILOT
ENGINE, OVHT DETECTOR
ENGINE, P2T2
ENGINE, P2T2 PROBE
ENGINE, POWER LOSS
ENGINE, POWER LOSS, FUEL COMPUTER
ENGINE, POWER LOSS, FUEL CONTROL
ENGINE, POWER TURBINE
ENGINE, PROP
ENGINE, PROP DEICE
ENGINE, PROP, FOD, HARD
ENGINE, PROP, GROUND HANDLING
ENGINE, PROP, NTS BRACKET
ENGINE, PROP, OIL
ENGINE, PROP, OIL PRESS
ENGINE, PROP, OIL THRUST NUT
ENGINE, PROP, PITCHLOCK
ENGINE, PROP, SYNCHROPHASER
ENGINE, PROP, TAXIING
ENGINE, PROP, VALVE HOUSING
ENGINE, Q-SPLIT
ENGINE, Q-SPLIT, ANTICIPATOR
ENGINE, Q-SPLIT, GOVERNOR
ENGINE, Q-SPLIT, XDUCER
ENGINE, Q-SPLIT, XMITTER
ENGINE, REDUCTION GEARBOX
ENGINE, SHUTDOWN, INFLT
ENGINE, SLOW TO SPOOL
ENGINE, SMOKE/FUMES
ENGINE, SMOKE/FUMES, ANTI-ICE
ENGINE, SMOKE/FUMES, OIL
ENGINE, SPEED SELECTOR
ENGINE, STALL
ENGINE, STALL, AIRFLOW MODULATOR
ENGINE, STALL, COMPRESSOR
ENGINE, STALL, FLOW FENCE
ENGINE, STALL, FOD
ENGINE, STALL, IGV ACTUATOR
ENGINE, STALL, SALT
ENGINE, START
ENGINE, STARTER
ENGINE, STARTER/GENERATOR
ENGINE, STATOR VANE ACTUATOR
ENGINE, TAILCONE
ENGINE, TAILCONE, DPTD INFLT
ENGINE, TAILPIPE, DPTD INFLT
ENGINE, TD SYSTEM
ENGINE, THROTTLE
ENGINE, THUNDERSTORM
ENGINE, TORQUE
ENGINE, TORQUE METERING SYS
ENGINE, TORQUE XDUCER
ENGINE, TURBINE
ENGINE, WASH
ENGINE, WIRING HARNESS
ENGINE, ZONE 2 OVHT
ENGINE, ZONE 2 OVHT, DETECTOR

FENESTRON, BLADES
FENESTRON, FOD
FENESTRON, GROUND HANDLING
FENESTRON, GROUND STRIKE
FENESTRON, STRIKE
FENESTRON, TOWING

FIRE BOTTLE, INADVERTANT DISCHARGE
FIRE, GROUND EQUIP

FLARES

FLOAT BAG, DEPLOYED INFLT
FLOAT BAG, INADVERTANT DEPLOYMENT
FLOAT BAGS

FLT COMPUTER

FLT CONTROLS
FLT CONTROLS, AILERON
FLT CONTROLS, AILERON BOOST PACKAGE
FLT CONTROLS, AILERON, WIND
FLT CONTROLS, AIRBRAKE
FLT CONTROLS, BINDING
FLT CONTROLS, COLLECTIVE
FLT CONTROLS, COLLECTIVE, BINDING
FLT CONTROLS, COLLECTIVE, DOWNLOCK
FLT CONTROLS, COLLECTIVE, SERVO
FLT CONTROLS, COUPLING
FLT CONTROLS, COUPLING, MIXING UNIT
FLT CONTROLS, CYCLIC
FLT CONTROLS, CYCLIC, BINDING
FLT CONTROLS, CYCLIC, TRIM
FLT CONTROLS, ELEVATOR
FLT CONTROLS, ELEVATOR BOOST PACK
FLT CONTROLS, ELEVATOR, TRIM
FLT CONTROLS, FLAPS
FLT CONTROLS, FLAPS, GROUND EQUIP
FLT CONTROLS, FLAPS, MOISTURE
FLT CONTROLS, FOD
FLT CONTROLS, ICING
FLT CONTROLS, LATERAL SERVO
FLT CONTROLS, LOCKUP
FLT CONTROLS, RUDDER
FLT CONTROLS, RUDDER BOOST PACKAGE
FLT CONTROLS, RUDDER, TOWING
FLT CONTROLS, RUDDER, TRIM
FLT CONTROLS, RUDDER, WIND
FLT CONTROLS, SERVO
FLT CONTROLS, SLATS
FLT CONTROLS, UNCOMMANDED MVMT
FLT CONTROLS, WEATHER

FLT DIRECTOR

FLT INSTRUMENTS
FLT INSTRUMENTS, ALTIMETER
FLT INSTRUMENTS, BDHI
FLT INSTRUMENTS, CMS
FLT INSTRUMENTS, DDU
FLT INSTRUMENTS, ECA
FLT INSTRUMENTS, FMS
FLT INSTRUMENTS, LIGHTING
FLT INSTRUMENTS, PITOT/STATIC SYS
FLT INSTRUMENTS, RADALT
FLT INSTRUMENTS, RADALT, CYCLING
FLT INSTRUMENTS, RADAR
FLT INSTRUMENTS, SMOKE/FUMES

FUEL SPILL

FUEL SYS
FUEL SYS, 7 MICRON FILTER
FUEL SYS, BOOST PUMP
FUEL SYS, CAP
FUEL SYS, CELL
FUEL SYS, COMPUTER
FUEL SYS, CONTAMINATION
FUEL SYS, FEEDTANK
FUEL SYS, FILTER
FUEL SYS, FILTER BYPASS
FUEL SYS, FLAPPER VALVE
FUEL SYS, FUELING
FUEL SYS, FUMES
FUEL SYS, FUMES, LINE
FUEL SYS, JETTISON VALVE
FUEL SYS, LEAK
FUEL SYS, LINE
FUEL SYS, MANAGEMENT
FUEL SYS, MANIFOLD
FUEL SYS, MOTIVE CHECK FLOW VALVE
FUEL SYS, O'RING
FUEL SYS, PRESS
FUEL SYS, PRESS, XMITTER
FUEL SYS, PUMP
FUEL SYS, SPILL
FUEL SYS, TANKS
FUEL SYS, TRANSFER PUMP
FUEL SYS, TRANSFER VALVE
FUEL SYS, VALVE

GEARUP LANDING

GROUND EQUIP

GYRO
GYRO, ATTITUDE
GYRO, COMPASS
GYRO, PORT
GYRO, STARBOARD
GYRO, VERTICAL
GYRO, YAW RATE

HANGAR

HARDLANDING
HARDLANDING, AUTO
HARDLANDING, WATER

HAZMAT EXPOSURE

HIFR

HOIST

HOIST, ASSEMBLY
HOIST, BASKET
HOIST, BOAT
HOIST, BOATCREW
HOIST, CABLE
HOIST, CABLE, FOULED
HOIST, CABLE, PARTED
HOIST, CABLE, SHEARED
HOIST, CONTROL PANEL
HOIST, DOOR
HOIST, HOOK
HOIST, HYD SYS
HOIST, RESCUE SWIMMER

HORZ STAB
HORZ STAB, GROUND EQUIP
HORZ STAB, ICE
HORZ STAB, TOWING

HYD JENNY

HYD SYS
HYD SYS, FILTER
HYD SYS, LINE
HYD SYS, PRESS
HYD SYS, PRESS, CAP
HYD SYS, PRESS, XMITTER
HYD SYS, PUMP
HYD SYS, RESERVOIR
HYD SYS1
HYD SYS1, PRESS
HYD SYS1, PRESS, XMITTER
HYD SYS1, PUMP
HYD SYS1, RESERVOIR
HYD SYS2
HYD SYS2, PRESS
HYD SYS2, PUMP
HYD SYS2, RESERVOIR

IGB, CHIP LT
IGB, CHIP LT, DETECTOR
IGB, CHIP LT, METAL
IGB, CHIP LT, NO METAL
IGB, FOD

ILLNESS, AIRCREW

INDICATOR
INDICATOR, CCD
INDICATOR, DOOR LT
INDICATOR, ECU
INDICATOR, ELECTRICAL
INDICATOR, ENG
INDICATOR, ENG, FIRE DETECTION SYS
INDICATOR, ENG, FIRE LT
INDICATOR, ENG, ITT
INDICATOR, ENG, OIL
INDICATOR, ENG, OIL PRESS
INDICATOR, ENG, OIL TEMP
INDICATOR, ENG, TORQUE
INDICATOR, ENGINE, NG
INDICATOR, ENGINE, NP
INDICATOR, FUEL
INDICATOR, FUEL, FEEDTANK
INDICATOR, FUEL, FILTER
INDICATOR, FUEL, FILTER BYPASS
INDICATOR, FUEL, PRESS
INDICATOR, FUEL, PUMP
INDICATOR, GENERATOR
INDICATOR, HYD SYS
INDICATOR, LIMIT LT
INDICATOR, MGB
INDICATOR, MGB, CHIP LT
INDICATOR, MGB, FIRE LT
INDICATOR, MGB, NR
INDICATOR, MGB, OIL PRESS
INDICATOR, MGB, OIL TEMP
INDICATOR, MGB, PUMP
INDICATOR, MGT
INDICATOR, MLG
INDICATOR, NLG
INDICATOR, NR TACH
INDICATOR, PRI HYD SYS
INDICATOR, Q UNIT
INDICATOR, ROTOR BRAKE
INDICATOR, SEC HYD SYS
INDICATOR, TORQUE XDUCER
INDICATOR, TRIPLE TACH
INDICATOR, TRIPLE TORQUE
INDICATOR, WARNING HORN
INDICATOR, WCA/MASTER WARNING LT
INDICATOR, ZONE 2 OVHT

INJURY
INJURY, BACK
INJURY, BURN
INJURY, CABIN PRESSURE
INJURY, CARGO PALLET
INJURY, EARS
INJURY, EARS, CABIN PRESSURE
INJURY, ELECTRICAL
INJURY, EYES
INJURY, EYES, FUEL
INJURY, EYES, HYD FLUID
INJURY, FALL
INJURY, FINGER
INJURY, FIRE BOTTLE
INJURY, FUEL, FUMES
INJURY, FUMES
INJURY, GROUND EQUIP
INJURY, HAND
INJURY, HEAD
INJURY, HOISTING
INJURY, JACKING
INJURY, MRB, HEAD
INJURY, RADAR EXPOSURE
INJURY, RESCUE SWIMMER
INJURY, TEETH

INPUT MODULE
INPUT MODULE, CHIP LT, CHIPS
INPUT MODULE, CHIPT LT, DETECTOR

JETTISON, FUEL TANK

JETTISON, LOAD

LIFE SUPPORT EQUIP

LIGHTNING STRIKE
LIGHTNING STRIKE, AIRFRAME
LIGHTNING STRIKE, RADOME

MAIN ROTOR
MAIN ROTOR, BRAKE
MAIN ROTOR, FREQ ADAPTER

MERCURY SPILL, MANOMETER

MGB
MGB, CHIP LT
MGB, CHIP LT, BEARING
MGB, CHIP LT, CHIPS
MGB, CHIP LT, DETECTOR
MGB, CHIP LT, FLAKES
MGB, CHIP LT, FUZZ
MGB, CHIP LT, MAKING METAL
MGB, CHIP LT, METAL
MGB, CHIP LT, NO METAL
MGB, CHIP LT, PARTICLES
MGB, CHIP LT, SLIVERS
MGB, FIRE DETECTION SYS
MGB, FOD
MGB, FREEWHEELING UNIT
MGB, GROUND HANDLING
MGB, OIL
MGB, OIL LINE
MGB, OIL PRESS
MGB, OIL PRESS, CONTAMINATION
MGB, OIL PRESS, FILTER BOWL
MGB, OIL PRESS, PUMP
MGB, OIL PRESS, XDUCER
MGB, OIL PRESS, XMITTER
MGB, OIL TEMP
MGB, OIL, FILTER BOWL
MGB, OIL, FILTER BYPASS
MGB, OVERSPEED
MGB, OVERSPEED, AUTO
MGB, OVERTORQUE
MGB, OVERTORQUE, AUTO
MGB, OVERTORQUE, INSPECTION
MGB, OVERTORQUE, PILOT
MGB, OVERTORQUE, REMOVED
MGB, OVERTORQUE, REPLACED

MIDAIR, COMM

MLG
MLG, ANTI-SKID
MLG, BRAKES
MLG, DOOR
MLG, FAILED TO EXTEND
MLG, FAILED TO EXTEND, MICROSWITCH
MLG, FAILED TO RETRACT
MLG, FAILED TO RETRACT, MICROSWITCH
MLG, FAILED TO RETRACT, UPLOCK
MLG, FAILED TO RETRACT, WOW SWITCH
MLG, HYD SYS
MLG, SCISSOR SWITCH
MLG, SQUAT SWITCH
MLG, SWITCH
MLG, TIRES
MLG, TIRES, BRAKES
MLG, TOWING
MLG, UNSAFE
MLG, UNSAFE, DOOR
MLG, UNSAFE, ICE
MLG, UNSAFE, MICROSWITCH
MLG, UNSAFE, UPLOCK

MRB
MRB, ANTI-FLAPPING STOP
MRB, BLADE POCKET
MRB, BONDING WIRE
MRB, CHECKSTAND
MRB, COWLING
MRB, COWLING, DPTD INFLT
MRB, DAMPER
MRB, DEICE HARNESS
MRB, ENGINE COWLING
MRB, FIREWALL
MRB, FOD
MRB, FOD, HARD
MRB, GROUND EQUIP
MRB, GROUND HANDLING
MRB, HOISTING
MRB, IBIS
MRB, STATIC WICK
MRB, STRIKE
MRB, STRIKE, AIRFRAME
MRB, STRIKE, COWLING
MRB, STRIKE, GROUND HANDLING
MRB, STRIKE, TAIL PYLON
MRB, STRIKE, TAXIING
MRB, TIP CAP
MRB, TOWING
MRB, WEATHER

NAVIGATION
NAVIGATION, GPS

NLG
NLG, ACTUATOR
NLG, DOOR
NLG, FAILED TO EXTEND
NLG, MICROSWITCH
NLG, STEERING
NLG, STEERING, ICE
NLG, STRUT
NLG, TOWBAR
NLG, TOWING
NLG, UNSAFE
NLG, UNSAFE, MICROSWITCH
NLG, WHEEL

NMAC
NMAC, CIV
NMAC, COMM
NMAC, HELO

NMAC, MIL

NON-CG PROPERTY

NVG

PADS
PADS, AIRFRAME
PADS, DRAIN MAST
PADS, DROP
PADS, DROP CHUTE
PADS, DROP HANDLE
PADS, DROP HOOK
PADS, LINE CUTTER
PADS, NON-CG PROPERTY
PADS, STATIC/TRAIL LINE

PRESSURIZATION SYS
PRESSURIZATION, BLEED AIR

PRI HYD SYS
PRI HYD SYS, LINE
PRI HYD SYS, PRESS, XMITTER
PRI HYD SYS, PUMP
PRI HYD SYS, SERVO

PROP/JET WASH
PROP/JET WASH, NON-CG PROPERTY

RADAR

RADOME, ANTI-ICE
RADOME, GROUND HANDLING
RADOME, PRESSURIZATION
RADOME, TOWING
RADOME, WEATHER

ROTORWASH
ROTORWASH, NON-CG PROPERTY

RUNWAY, INCURSION

SEC HYD SYS
SEC HYD SYS, CONTAMINATION
SEC HYD SYS, LEAK
SEC HYD SYS, PRESS
SEC HYD SYS, PRESS, XMITTER
SEC HYD SYS, PUMP
SEC HYD SYS, SERVO
SEC HYD SYS, WIRING

SHIP/HELO, DAMAGE

SIGNAL DATA CONVERTER

SLING LOAD
SLING LOAD, INADVERTANT RELEASE

SMOKE/FUMES
SMOKE/FUMES SIU
SMOKE/FUMES, ECA
SMOKE/FUMES, ECU
SMOKE/FUMES, INSULATION
SMOKE/FUMES, O2 MASK
SMOKE/FUMES, WIPER MOTOR

STABILATOR
STABILATOR, ACTUATOR
STABILATOR, AMP
STABILATOR, TRIM
STBY HYD SYS

T/R
T/R, DRIVE SHAFT
T/R, FOD
T/R, HUB ASSEMBLY
T/R, SERVO
T/R, STRIKE

TAIL PYLON

TAIL SKID
TAIL SKID, GROUND
TAIL SKID, STRIKE

TAIL WHEEL
TAIL, GROUND EQUIP

TDP LOCKUP

TGB
TGB, CHIP LT
TGB, CHIP LT, CARBON
TGB, CHIP LT, DETECTOR
TGB, CHIP LT, FLAKES
TGB, CHIP LT, FUZZ
TGB, CHIP LT, METAL
TGB, CHIP LT, NO METAL
TGB, CHIP LT, SLIVERS

TOOL CONTROL

TOWBAR

TRB, DELAMINATION
TRB, FOD
TRB, FOD, HARD
TRB, GROUND HANDLING

UTILITY HYD SYS
UTILITY HYD SYS, PUMP

VERT FIN
VERT FIN, GROUND HANDLING
VERT FIN, TIPCAP
VERT FIN, TOWING

VERT STAB
VERT STAB, GROUND EQUIP
VERT STAB, TOWING

VIBRATIONS
VIBRATIONS, AFCS
VIBRATIONS, AIRFRAME

VIBRATIONS, BATTERY
VIBRATIONS, ENGINE
VIBRATIONS, MGB
VIBRATIONS, MRB
VIBRATIONS, MRB, SEPARATION
VIBRATIONS, ROTOR, FREQ ADAPTOR
VIBRATIONS, STARTER/GENERATOR
VIBRATIONS, T/R
VIBRATIONS, UNKNOWN

WAKE TURBULENCE

WEATHER, DOWNBURST
WEATHER, TURBULENCE
WEATHER, WINDSHEAR

WING
WING RAFT, DEPLOYED
WING RAFT, DEPLOYED INFLT
WING, FUELING
WING, GROUND EQUIP
WING, GROUND HANDLING
WING, JACKING
WING, TAXIING
WING, TOWING